





## To-day's Advertisements.

### THEATRE ROYAL, CITY HALL

HONGKONG AMATEUR DRAMATIC CLUB.  
Will give two Performances of SIDNEY GRUNDY'S COMEDY  
'A Pair of Spectacles.'

TO-NIGHT,  
(THURSDAY), the 11th November, 1897.

Doors Open at 8.15 p.m.  
Performance, at 9.15 p.m.

PRICES ..... \$3; \$2, and \$1.  
Half-price to the Pk for Soldiers, Sailors and Police in uniform.

Seats can be booked at the Theatre on and after Thursday, the 4th November.

Booking Office open from 10 a.m. to 4 p.m.  
Late Trains 2 hour after fall of Curtains.

Notes.—A number of Seats will be reserved for the Cricket Teams To-morrow, the 11th Nov.

Hongkong, 11th November, 1897. [1659]

### DOUGLAS STEAMSHIP COMPANY, LIMITED.

#### FOR SWATOW.

THE Company's Steamship

"HAIKIAN,"  
Captain J. S. Roach, will be despatched for the above Port TO-MORROW, the 12th instant, at Daylight.

For Freight or Passage, apply to  
DOUGLAS LAFRAIK & Co.,  
General Managers.

Hongkong, 11th November, 1897. [1708]

### CHINA NAVIGATION COMPANY, LIMITED.

#### FOR AMOY AND MANILA.

THE Company's Steamship

"SUNGKIANG,"  
Captain Dodd, will be despatched as above TO-MORROW, the 12th instant, at 5 P.M.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 11th November, 1897. [1692]

### CHINA NAVIGATION COMPANY, LIMITED.

#### FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHINGTU,"  
Captain Innes, will be despatched on SATURDAY, the 13th instant, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer.

The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

Passengers to and from AUSTRALIA are available for return by the Steamers of the EASTERN and AUSTRALIAN S. S. Co. and vice versa.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 11th November, 1897. [1673]

### DOUGLAS STEAMSHIP COMPANY, LIMITED.

#### FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"FORMOSA,"  
Captain Hodgins, will be despatched for the above Ports on SUNDAY, the 14th instant, at Daylight.

For Freight or Passage, apply to  
DOUGLAS LAFRAIK & Co.,  
General Managers.

Hongkong, 11th November, 1897. [1729]

### NORDDEUTSCHER LLOYD.

#### NOTICE.

STEAM TO YOKOHAMA, KOBE AND NAGASAKI.  
(Passing through the INLAND SEA.)

THE Company's Steamship

"HOENZOLLERN,"  
Captain H. Blecker, will leave for the above Ports on or about WEDNESDAY, the 17th instant.

For further Particulars apply to  
MELCHERS & Co.,  
Agents.

Hongkong, 11th November, 1897. [1703]

### NORDDEUTSCHER LLOYD.

#### NOTICE.

STEAM TO SHANGHAI.

THE Company's Steamship

"BAYERN,"  
Captain E. Prehn, will leave with the outward German Mail about TUESDAY, the 16th instant, will leave for the above place about 24 hours after arrival.

For further Particulars apply to  
MELCHERS & Co.,  
Agents.

Hongkong, 11th November, 1897. [1703]

### DAKIN, CRICKSHANK & COMPANY,

#### VICTORIA DISPENSARY, HONGKONG.

### AERATED WATERS.

#### SIMPLE AERATED WATER.

#### SODA WATER.

#### LEMONADE.

#### GINGER ALE.

#### SARSAPARILLA.

#### RASPBERRYVADE, &c.

DAKIN, CRICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to Hotels, Clubs, Messes and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 1st March, 1897. [1646]

## Intimation.

### A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

## WINES & SPIRITS.

ALL these are selected by our London House, bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits, and enabling us to supply the best growths at MODERATE PRICES.

PRICE LISTS, with Full Details, to be had on Application.

PORT after removal should be rested a month before use. When required for drinking at once it should be ordered to be decanted at the Dispensary before being sent out.

SHERRY.—Excellent Dinner and After Dinner Wines of very superior Vintages. All are true Xeres Wines.

CLARET.—Our Claret, including the lowest priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and currents, as is generally the case with Cheap Wines.

BRANDY.—All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.

WHISKY.—All our Whisky is of excellent quality and of greater age than most brands in the market. THE SCOTCH WHISKY marked "E" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY.

Hongkong, 28th October, 1897. [16]

### NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Hongkong Telegraph," and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith.

When the columns of the Hongkong Telegraph are all wanted for open for the discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

### The Hongkong Telegraph

HONGKONG, THURSDAY, NOVEMBER 11, 1897.

### MIN PONG IK.

The poor little Korean sheet which is bravely styled *Independent* has lately posed as a sort of semi-official oracle, endeavouring to correct false allegations and give the gist of the true and authorised version of all things political in the Land of Everlasting Turmoil. When it first appeared about two years ago it seemed to be the organ of a Russo-American party in Seoul; then it seemed to favour the missionaries, and expose the rottenness of the administration of "Justice" in the dominions of the good natured gentleman who long since has realised that "uneasy lies the head that wears a crown." Sometimes our Korean contemporary has let out freely, stirring up the muddy and evil-smelling waters of the social cesspool; at other times it has been over-cautious where fearless, independent criticism was much needed. The only Korean newspaper has failed to completely maintain its independence or do very much to help King Li Hsi to become an independent, opulent and respected potentate—"wealth is power" in Korea as elsewhere—it has also failed to throw much light on the complicated political affairs of the country, for whenever it essays to ape the style of the *Thunder* it usually succeeds in making matters worse, thereby adding fuel to the fire and getting things into a frightful tangle sometimes, and occasionally quite falling to sift the wheat from the tares and render unto Cæsar the things that are Cæsar's. When it plunges into the vast abyss of matters political in Korea it does so evidently at the invitation of some parties who have axes to grind and prefer to make their friends do the grinding rather than have the trouble of turning the grindstone themselves; and the consequence is that the unflinching and able to attach undue importance to its vapouring, its croaking, or its toadyism, as the case may be. For instance, in a recent issue it held forth prophetically and in a very misleading manner concerning the reported appointment of Prince Min Yoo Ik to the Korean Ambassador at London, St. Petersburg, Berlin, Rome, Venice and Paris. A better selection for such an important and comprehensive mission could not have been made, but according to this whining oracle there is a hitch, a slip 'twixt the cup and lip, and Prince FAUK because Min Yoo Ik has been absent from Korea for over ten years; because Min proposes to proceed to Europe without going to Korea to receive his "instructions" from the hands of the King; and because of an "unfortunate

financial transaction at the French bank in Hongkong some years ago when Min Yoo Ik, or rather his friends, obtained some \$40,000 irregularly from the bank." The first two reasons are unimportant. As regards the third reason, that a French bank—we believe the now defunct Comptoir d'Escompte de Paris is here meant—has exerted its influence to prevent the appointment of Prince Min to Paris, it is highly probable that in financial circles in Paris the forgery of Min Yoo Ik's signature by one of his suite a few years ago, resulting in a loss to the Comptoir of Escompte of fifty or sixty thousand dollars, is not forgotten; but it must be distinctly remembered that Prince Min was absolutely, and in a strictly legal manner, cleared of all knowledge of the fraud and that he was in no way to blame for the wrongful act of his *attaché*. Further, it should also be borne in mind, in fairness to all parties, that it was understood long ago that the Bank had induced the French Government to make special representations to the Korean Government through the proper channels to recover the full amount of its losses from the relatives of the delinquent, and the whole of it has probably, long since been refunded to the Bank. But that is only a side issue. The questions to be considered are—Does the French Government object to receive Prince Min, and if so is it possible that the bank incident has anything to do with it? There is never smoke without fire, and it may therefore be assumed that the rumours referred to by the paper are founded on fact, but it is, we think, unlikely that the French Government would reject Min owing to the unlawful deed of a common swindler whom he had the misfortune to have included in his suite in Hongkong. It is much more likely that our Gallic friends have some other Korean in view for the post of Minister Plenipotentiary at Paris. The French have many protégés in the peninsula who have embraced the Catholic religion and who owe much in respect of their education, promotion and culture to French missionaries and their intimate friends in high places, and it is only natural that they would be more ready to receive a protégé than an official like Min Yoo Ik, who has Anglo-American than Franco-Russian tendencies. If the French Government have indicated that Min Yoo Ik cannot be regarded as a *persona grata* in Paris it is because the appointment does not coincide with their view and because the French Government are actuated by political rather than personal motives. Moreover, there can be no question about it that as far as regards knowledge of the world, the conduct of Korean affairs, domestic and foreign, and as regards education and culture Prince Min has few if any equals in his native land. He has travelled round the world, has been received in all the courts of Europe, and has resided for the past ten years in Hongkong and Shanghai, and has more than a fair knowledge of the English language, written and spoken. It could not therefore be on the score of ignorance and total unfitness for the post that any objection could be raised. He stands high in the estimation of the King of Korea, who has frequently offered him his choice of the highest offices in the Kingdom, and if he goes forth to the Great West as Minister Plenipotentiary we may rest assured that he does so in response to the earnest and oft-repeated appeals of his Sovereign, and that he will do more to raise Korea in the estimation of the civilised world in a year or two than any other native could accomplish in a decade. Min Yoo Ik is a high official in Korea is practically useless, for he has powerful narrow-minded and vicious enemies who will stoop to any depths to render his schemes of reform null and void, and who, moreover, would be able to breathe more freely were the "great prince" done to death; as the special representative of the King outside the peninsula he can do much towards rescuing his native land from the Slough of Despond in which it has floundered for hundreds of years, and he can go on in peace and comfort learning valuable lessons in the art of governing, imparting his knowledge to his Sovereign, and having daily before him fresh evidence that commerce is the main source of the wealth and glory of all great nations. Min is, we believe, a true patriot, and he is to be credited with an earnest desire for the maintenance of a proper balance of power in the Far East, knowing full well that in an equitable distribution of power and legitimate influence alone lies the secret of peace, prosperity and progress in his native land. It is quite on the cards that the appointment of Prince Min at this critical juncture is due chiefly to the impact of Russia, the aggressiveness of M. Szwed, the new Russian Minister to Korea, and the desire of "Emperor" Li Hsi to induce the Great Powers to adopt in respect of his Kingdom the policy which changed Belgium from a weak and bankrupt state into a peaceful and prosperous neutral zone. If such be the objective of Min's mission we can only hope that, however impossible it may seem, success will crown his efforts. If there is any Korean capable of accomplishing such a great task, of thus solving the Korean problem, that man is Min Yoo Ik. Korea has never yet honestly and persistently striven to pursue a progressive policy. She has always been playing fast and loose with her chances to secure the respect and good will of the Great Powers. If at length wise counsels have prevailed it may be found that the salvation of Korea is not so impossible of accomplishment as some mischievous adventurers and political newsmongers would have us believe. At the same time, her powerful neighbours have never honestly studied her interests, but have striven only to cheat each other and profit themselves; and perhaps Min is a *persona non grata* because he is the man to study Korea's interests first of all.

## REUTER'S MESSAGES.

### SENSATION IN PARIS.

LONDON, November 9th.  
A sensation has been caused in Paris by the suicide of Col. Dreyfus' cousin, a condemned officer, together with his wife and three children. The motive is a mystery.

### CRICKET.

Stoddart's team scored 150 against Victoria. The Victoria eleven has scored 243 for nine wickets.

### THE "MOYUNE"

SINGAPORE, November 10th.  
The *Moyune* has arrived at Singapore.

### PROPOSED GOLD CURRENCY IN THE STRAITS.

The report of the Chamber of Commerce on the currency question states that a fifty of exchange would be favourable to the importer and that a falling dollar is not advantageous to the producer; Tin and Gambler are now worse than formerly. It suggests a Standard of the gold sovereign on the basis of \$10 per £1—the Government to receive dollars for currency notes and coin of a smaller token than dollars.

### LOCAL AND GENERAL.

The buying rate for sovereigns is \$10.45 per £.

H.M.S. *Undaunted* left this morning for Amoy.

H.M. Majesty's ship *Phœbe* arrived here this afternoon from Swatow.

A CIRCULAR has been issued by the *Extremo Orientalis*, the Portuguese periodical of Hongkong, announcing another surprise of that intermittent illuminant.

ADMIRAL BULLER is expected to arrive here in a day or two. According to latest advices he was to meet the *Undaunted*, which left here this morning, at Amoy and after having inspected her was to leave for Hongkong.

We understand that the crew of the three men-of-war now plying off here are to turn over to the *Victor Emanuel* and not to the *Tamar*, while their ships are being dismantled preparatory to the arrival of the new crews.

The band of the West Yorks will play the following programme at the Cricket Club's "At Home" to-morrow at 4 p.m. on the cricket field:—  
Overture—Tannhauser  
Wagner  
Selection—Midsummer Night's Dream—Mendelssohn  
Romance—Fruit of the Loom—Schubert  
Selection—Fruit of the Loom—Schubert  
Grand National Favourite—W.G. Bentley  
God save the Queen.

The lady referred to in our cricket report as having been struck by a cricket ball while watching the match from Queen's Road to-day is Miss Keapett. She received a severe contusion under one of her eyes and suffered much pain. Mr. Wood, of the West Yorks, the officer who played the ball, had the lady assisted to the Officers' Mess, where she received every attention until able to proceed to her residence.

An accident which might have resulted in loss of life occurred in the harbour yesterday evening. One of the *Undaunted's* boats, while going off to the ship, was run into and badly damaged by a steam launch from the Naval Yard. The midshipman in charge of the boat, Mr. Bale, was knocked overboard and the boat was swamped. The crew of the boat were taken to their ship by the launch which had been the cause of all the trouble, and after a change of clothes, they were none the worse for their adventure.

LAST night, in the Ararat Lodge of Royal Ark Mariners, No. 264, at the Masonic Hall, Brother P. R. Simmons was installed as Wor. C. N. by P. W. C. N. G. P. Jordan, assisted by P. W. C. N. J. Bryant. He afterwards invested his officers as follows:—  
F. Howell.....S.W.  
F. W. Edwards.....J.W.  
J. R. Grimble.....Treasurer.  
J. A. Whelan.....S.D.  
A. G. Dymond.....J.D.  
W. H. S. Smith.....D.C.  
J. Maxwell.....W.

The new double-ended ferry launch *Gulding Star* has had four new gangways fitted, one at either end on each side of the spar deck, in place of the two formerly illustrated light amidships, one on each side. The new gangways being fitted towards the extremities of the deck, there is not so much difficulty in bringing the boat alongside, as one of the other can always be dropped, while, under the old arrangement, the boat had to be manoeuvred so that the midship gangway cleared the steps of the wharf, and at times it was impossible to drop it at all. The new boat is apparently becoming exceedingly popular.

WILLIAM PREE, A.B. on the *Empress of China* was charged at the Magistracy this morning with refusing duty. Alfred Bellam, chief officer, deposed that defendant had refused duty since Tuesday and on that day he told witness that he wanted to leave the ship. Asked by the Magistrate why he had refused to go to work, Pree said that he was dissatisfied with the ship and there were one or two men he could not get along with on board. The chief officer said that defendant could have asked for his discharge instead of refusing duty. Pree had a good character and he did not want to be served, but some punishment should be given him to set an example for the others. Sentence of 14 days "hard" was passed.

"F. A. G." writes in the *Kobe Chronicle*—One point has been brought out in the evidence given in the *Matsumoto-Patrick* collision case now being adjudicated upon at Yokohama, which it may be hoped will receive the attention of the Japanese authorities. I refer to the statements of Pilot Hodnett and a Japanese official engaged in policing the harbour, that apart from a prohibition to anchor a vessel within 700 feet of the wharf of a ship, a vessel is berthed where the commander pleases. Complaints have been heard about this practice both in Kobe and Nagasaki, and now that the shipping trade of Japan has developed to its present proportions, it is quite time that proper harbour regulations should be enforced.

The first fatal accident in London due to a motor car occurred recently in Stockmarket-road, Hackney, the victim being Stephen Kempton, aged 8, whose parents reside at 100, Chalgrove-road, Hackney. The cab in the property of the Electric Cab Company, of Joscelyn-street, Lambeth. The child is said to have been riding on the back of the vehicle, and it is believed that his clothing became entangled with the chain wheel. He was crushed to death.

### RESCUE OF CASTAWAYS.

On the arrival of the China Navigation Co's steamer *Chingtu* from Kobe this morning Capt. Innes reported that about 11 p.m. yesterday when off Breaker Point, to the Southward of Swatow, he picked up three men and a small boy who were found clinging to the bottom of a box. The men were Chinese fishermen and they reported that their craft had been capsized in a heavy N.E. monsoon on the previous night. Altogether they had been 10 hours on the bottom of the boat and they report that one of the crew was drowned. When rescued the unfortunate men were greatly exhausted but they soon recovered under the kind treatment they received on board the steamer. Mr. E. J. Murgess, boarding officer, brought the men ashore to the Harbour Office and Comdr. Ramsey, Harbour Master, on hearing their report, passed them over to the Registrar-General for the purpose of having them sent back to their own country. At the office this morning the men looked quite smart in the blue uniforms given them on the steamer. The boy, who is about 9 or 10 years of age, looked none the worse for his painful experience, and he seemed rather to enjoy the jokes made regarding the fit of his clothing.

### INTERPORT CRICKET MATCHES.

#### HONGKONG V. SHANGHAI.

The third of the interport cricket matches was played on the Club ground to-day, the contesting teams being Hongkong and Shanghai. The weather, like that of yesterday, was dull and cool, and a pleasant breeze blew during the greater part of the forenoon. The attendance was not large at the beginning of the match, but as the day wore on the number of spectators increased considerably, and every point of vantage along the rails was occupied in the afternoon. Great interest was shown in the play and sounds of applause were frequently given when a player distinguished himself in the field, at the wickets or with the ball.

H. E. the Governor arrived on the ground just before the match began. Shanghai won the toss and A. E. Lansing and J. Mann were sent to the wickets to the bowling of M. D. Wood. In about the third ball a leg bye resulted in a being scored. T. Sarcombe-Smith took up the bowling from the barracks end and Mann cut him nicely to the western boundary for 4. Lansing had a narrow escape of being stumped. He ran after knocking a ball sent to him by Wood. It was smartly sent home by Cox but the wicket keeper fumbled it. Mann knocked Wood fairly into the parade ground and the score had now reached 10, run-getting being slow. Mann next sent Wood down to the Northern boundary for another 4. Mann is most certainly a cricketer of the heavy weight class and once he fairly gets his bat on the business side of the ball runs always result. Lansing had a run to his credit when S. Smith bowled him clean in the second ball of the over. T. Wallace filled the vacancy. Hastings relieved Wood with the ball, but Mann played him well and continued scoring, the score being now up to 20. Wallace cut one from Smith towards the Scoring Stand, when Vallings made a beautiful single-handed catch, and the batsman retired without having scored. Trick was next on in. Mann played Hastings' bowling carefully and Tyack on his first stroke sent one from Smith to the Northern boundary with a pretty cut. Tyack next sent one to Queen's Road from the same bowler and Smith missed the return ball and another couple was added. In his next stroke Tyack landed one on Queen's Road boundary. The score had now risen to 30 for two wickets. Mann lifted one from Hastings into the hands of Campbell at square leg. The ball was held and Mann sent Tyack with 75 on opposite his name. Both the fielder and batsman had a round of applause. Tyack was joined by S. Wallace, and the score continued to steadily rise. Wallace made a hit for 3 in his opening and immediately Tyack, who bats very neatly, made a good boundary cut for 4. The telegraph board now recorded 40 runs for the loss of three wickets. Wallace sent a ball from Smith high into the air over the centre of the wicket. There was an unsuccessful rush to catch it and Wallace in his eagerness to score narrowly escaped being stumped. S. Wallace was cleverly caught by Campbell at long-off when he had made 6. He was replaced by Cumming who gave some chance for a catch off a ball from Smith. Tyack still showed good form and a cut to the Northern boundary for 4 was applauded and greeted with cries of "Pretty!" With a clean drive Tyack soon after obtained off a ball from Hastings and next he got a single off Smith, bringing the score up to 50 for 4 wickets. A couple of byes off Tyack's bowling were followed by Tyack lifting one to the screen at the Barracks end and it went into Campbell's hands but he failed to hold it. Another cut by the same batsman resulted in 4 runs going on to his total. T. M. Howard was next tried at the northern end with the ball and Tyack pulled him for a 3. Cumming made a single off the same bowler and Tyack next sent him to the boundary with another smart cut. Cumming warmed up now and went in to show some more than when he first came in. Another drive to the marshes for 4 by Tyack brought the score up to 60 for 4 wickets. Vallings relieved Smith with the ball and the first two deliveries of his over resulted in Tyack making two boundary hits; but in the next ball Vallings clean bowled Tyack. This batsman had made the decent total of 51 and as he retired he received well deserved applause. Shanghai bowled only 9 short of the century. Farbridge (Capt.) followed Tyack and Tyack in his next over bowled a boundary. And then Farbridge lifted Vallings to the barracks boundary and the board showed 100. Run-getting was a little slack for an over or two, the local men fielding in good style. Farbridge, however, made another 4 off Vallings and Howard in his next over took Cumming's middle stump with a fine straight ball. Cumming's total was 10 runs. O. V. Lansing next batted and a leg-bye resulted on Howard's first ball to him. The score now stood 60 for six wickets. Farbridge sent Howard to 10 for 2 and in a few minutes Lansing sent Vallings over to the pavilion for 4, and afterwards with a nice stroke he landed one over the rails on Queen's Road. When Farbridge had made 20 he was seen bowled by Howard. The next man to was H. F. Bell, and the partnership began with Lansing getting a single off Smith and Bell followed suit immediately afterwards. Lansing was out for 170 singles, and he also hit one to the barracks boundary, when he was bowled by Smith after getting 10 runs. A. E. Stewart then went in, with the telegraph board showing 141 for 8 wickets. Lansing sent one from Vallings on to Queen's Road, making a great start among the spectators perched on the rails,

and adding 4 to his total. Stewart opened by hitting Smith for a single. Lansing, with a good drive, sent Vallings to the lower Queen's Road Corner and next stroke he pulled another from the same bowler to the barracks boundary. Stewart batted with a good deal of dash, but once or twice he gave chances for being caught. P. A. Cox was next put on bowling from the Northern end in place of Howard. A leg bye bowled by Cox sent the score up to 160. Smith varied his bowling now trying under-arm balls and the first of these Stewart sent out for 4 and a ball or two later he repaid the dose—170 runs for 8 wickets. Cox sent a hot ball down to Stewart, who sent it back briskly. Cox tried a catch but failed, although he spoiled the run. Stewart was caught at square leg by Wood after he had made 15 runs. Wood was applauded for the catch—172 runs for 9 wickets. Moller now joined Lansing, who was neatly caught by Howard just as the ball for fifth was about to ring. Lansing's score was 22. The innings finished with a total of 173 runs.

On resuming after tea Hongkong began its first innings. Mallard and Campbell went in first to the bowling of Mann and O. V. Lansing. Campbell knocked Mann nicely to Queen's Road for 2 and the next ball he sent to the City Hall end of the field. Campbell played Lansing's bowling to good purpose and cut one to leg over to the barracks boundary. Mallard made 2 by a fine stroke at a ball from Mann, and he scored a single off the next delivery. Campbell also took liberties with Mann's bowling but at last he cut one right into S. Wallace's hands at slip. The catch was a very fine one; Wallace slipped and fell flat on the grass, but held the batsman up. Mann was loudly applauded—1 wicket for 11 runs. M. D. Wood was next to bat and after a little careful defensive work he lifted one from Mann over to the pavilion for 4. Mallard, after a few strokes at Lansing, got into difficulties with the puzling ball, and when he had footed up half-a-dozen runs a cleverly delivered shot from the fair-haired youth scattered his balls. A. G. Ward joined Wood and a couple of singles and a 4 by Wood brought the score up to 30. Ward played Lansing and Mann for single off two successive balls and a little later Wood made a fine cut to the Pavilion corner. Wood knocked one from Lansing and Ward was run out when he had two runs to his credit. T. N. Howard took Ward's place and singles continued to come in slowly, both batsmen being very cautious in their treatment of Lansing's bowling. Wood made capital play with one of Lansing's after a little while, driving it across to the boundary for 4 with a fine stroke. He also sent one of Mann's to the Road boundary for 4 in capital style, and just after he swung from Lansing out by the Barracks end. Wood generally played very good cricket. Howard after making 4, went down to a ball from Mann, his place being filled by Anton. Moller now was put on bowling and Wood swung his first ball out into the road, where it struck a lady who was standing at the rails. The score stood at 66 when Moller was put on and this stroke of Wood sent it up to 70 for the loss of 4 wickets. Anton was batting in good style, cutting Moller nicely towards the pavilion and sending two from Mann for a single and a 4. A leg-bye followed and the score was now at 80 for 4 wickets. Wood had a very close call of being caught at point, but the fielder failed to hold the ball. T. Wallace was put on to relieve Mann when the score was at about 90. Wallace's second ball was sent by Anton out on the road at the back of the ground, landing amongst a lot of rickshaws. Wood sent one of Moller's out of bounds and brought the score up to 100. Anton played Wallace to the top of the marriage seat the pavilion for 4 and the next stroke by this batsman sent another from Wallace clean out over the trees near the barracks. The score was now up to 110 and Anton had heavily applauded from all parts of the ground. A few minutes later Wallace was taken off and Mann resumed bowling, with Lansing at the City Hall end in place of Waller. Anton drove Lansing with a splendid hit to the screen, which gave him another 4. This made the total 120 for 4 wickets. Wood skied one from Mann right over his wicket and he fell an easy catch to A. E. Lansing with a score of 53. His last stroke of play of cricket was very badly applied by the crowd. T. S. Smith went in only to go out clean bowled by Mann with first ball, 121 for 6 wickets. P. A. Cox was next man; he made a couple of singles off Lansing, and then Anton sent another from Mann into the road. Cox next cut Lansing for 3, bringing the score up to 130. Anton followed this up by sending one from Mann into the pavilion, to the imminent risk of a lot of afternoon tea "fixings" on a table there. Anton gave some chance for a catch off Lansing, and a few minutes after he sent a single off single. Cox doing the same with the next ball. Cox drove Mann for a single and Anton then pulled Mann out to the Queen's Road. Cox next sent another of Lansing's on a similar but longer errand and loud applause and the bowler got even by sending him with the next ball—146 for 7 wickets. Lansing then took the next man (Vallings) with his first ball, the score remaining unchanged. Hastings now batted and played Lansing's first ball for a single. Shortly after Hastings sent one to the City Hall end for another single, and 1500 when he hit out at one from Lansing and placed it fairly in Stewart's hands at long-off. H. Arthur, the last man of the team, joined Anton. The latter played two lovely strokes, one over the pavilion and another out into the road. Then he skied one of Mann's and it was an easy catch for Stewart at square leg. Both men were loudly cheered on retiring to the pavilion. This closed the







## Intimations.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
OMI MARU.....	SYDNEY and MELBOURNE, via THURSDAY ISLAND, TOWNSVILLE and BRISBANE.	FRIDAY, 16th November, at 4 P.M.
HAKATA MARU.....	KOBE and YOKOHAMA.	MONDAY, 15th November, at 4 P.M.
IKUMI MARU.....	KOBE and YOKOHAMA.	FRIDAY, 19th November, at 4 P.M.
TOKIO MARU.....	NAGASAKI, KOBE and YOKOHAMA.	MONDAY, 22nd November, at 4 P.M.
SENDAI MARU.....	VLADIVOSTOK, via SHANGHAI, CHYFOO, CHEMULPO, NAGASAKI, FUSAN and GEMAN.	FRIDAY, 19th November, at 4 P.M.
HIROSHIMA MARU.....	BOMBAY, via SINGAPORE (Transhipping Cargo for Java Ports), and COLONDO.	TUESDAY, 23rd November, at Noon.

For further information as to Freight, Passage, Sailings, &amp;c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,  
Manager.

Hongkong, 1st November, 1897.

Dr. KNORR'S  
ANTIPIRYNE

"LION BRAND."  
In Powder and Crystals, also in Drops of 5 grains, easily soluble in Water, Wine, &c.  
FEVER, RHEUMATIC and NEURALGIC AFFECTIONS, NERVOUS AFFECTIONS.

## ARGONIN.

(Registered Trade Mark.)  
SOLUBLE CASEIN-SILVER PREPARATION.  
Used in Gonorrhoea to 1 to 2 per cent. solutions possesses similar bactericidal action to silver nitrate, but is distinguished by complete absence of irritating properties.  
It is requested that the directions on the boxes for making solutions shall be implicitly followed.

CHINA EXPORT, IMPORT & BANK CO.,  
SOLE AGENTS FOR CHINA,  
BEWARE OF SPURIOUS IMITATIONS!Dr. OVERLACH'S  
MIGRAININE

"LION BRAND"  
(ANTIPIRYNE—CAFFEINE—CITRATE)  
(1) Excellent results in the severest cases of migraine, as well as in headache arising from alcohol, nicotine and morphia poisoning, neurasthenia, influenza, grippe, &c.  
(2) The best antipyretic, even in threatened collapse, because the caffeine of Migrantine acts simultaneously as an analeptic.  
Use only Dr. OVERLACH'S MIGRAININE, "Lion Brand," and always prescribe "MIGRAININE HOECHST."  
Sole Manufacturers:  
FARHWERKE VORM. MEISTER LUCIUS & BRUNING, HOECHST O. M.  
Literature of the above Preparations supplied gratis at request to medical men.

The best medium dose for adults is 17 grains, given once or twice daily in powder or in solution.  
Literature of the above Preparations supplied gratis at request to medical men.

CHINA EXPORT, IMPORT & BANK CO.,  
SOLE AGENTS FOR CHINA,  
BEWARE OF SPURIOUS IMITATIONS!

## Shipping.

## STREAMERS.

OCEAN STEAMSHIP COMPANY,  
FOR LONDON, VIA SUEZ CANAL  
THE Company's Steamship

"TEUCER,"  
Captain Riley, will be despatched as above TO-MORROW, the 12th November, at 4 P.M.  
For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 10th November, 1897. [1602]

"BEN" LINE OF STEAMERS.  
FOR NAGASAKI, KOBE & YOKOHAMA.  
THE Steamship

"BENLEI,"  
Captain Farquhar, will be despatched as above on or about TO-MORROW, the 12th instant.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.  
Hongkong, 6th November, 1897. [1694]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.  
FOR SINGAPORE, SAMARANG AND SOERABAYA.  
THE Company's Steamship

"HINSANG,"  
Captain M. Crooke, will be despatched as above on SATURDAY, the 13th instant, at Noon.  
For Freight or Passage, apply to  
J. R. J. LEE & Co.,  
General Managers.  
Hongkong, 9th November, 1897. [1701]

FOR SINGAPORE, PENANG AND CALCUTTA.  
THE Steamship

"ARRATON APCAR,"  
Captain K. H. Sander, will be despatched for the above Ports on SATURDAY, the 13th inst., at 3 P.M.  
For Freight or Passage, apply to  
DAVID SASSOON, SONS & Co.,  
Agents.  
Hongkong, 9th November, 1897. [1702]

FOR NEW YORK, VIA SUEZ CANAL.  
THE Steamship

"MARIE JENSEN,"  
A. Bendisen, Master, will be despatched for the above ports on or about the 15th instant.  
To be followed by the  
S.S. "FALLOON HALL" on or about 25th Nov.  
S.S. "FERNFIELD" on or about 5th Dec.  
S.S. "YAROWDALE" on or about 15th Dec.  
For Freight, apply to  
SHEWAN, TOMES & Co.,  
Agents.  
Hongkong, 9th November, 1897. [1699]

OCEAN STEAMSHIP COMPANY.  
FOR LONDON, VIA SUEZ CANAL.  
THE Company's Steamship

"MENELAUS,"  
Captain Towell, will be despatched as above on TUESDAY, the 16th instant.  
For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 6th November, 1897. [1692]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.  
FOR LONDON VIA STRAITS AND COLOMBO.  
(Taking Cargo at through rates for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)  
THE Company's Steamship

"KINTUCK,"  
Captain C. de La Perelle, will be despatched as above on or about the 17th November.  
For Freight, apply to  
HOLLIDAY, WISE & Co.,  
Agents.  
Hongkong, 8th November, 1897. [1624]

MOGUL-WARRACK-MILBURN LINE.  
FOR NEW YORK, VIA SUEZ CANAL.  
THE Steamship

"CROMARTY,"  
to sail about 20th November, 1897.  
S.S. "SIKH" to sail about 17th Dec., 1897.  
S.S. "PORT ADELAIDE" about 25th Dec., 1897.  
For Freight or Passage, apply to  
DODWELL, CARLILL & Co.,  
Agents.  
Hongkong, 1st November, 1897. [1660]

SAILING VESSEL.  
FOR NEW YORK.  
THE S/S A. T. American ship

"ABNER COBURN,"  
Captain M. L. Park, is loading here for the above Port and will have quick despatch.  
For Freight, apply to  
ARNOLD, KARBURG & Co.,  
Hongkong, 31st September, 1897. [1447]

FOR SAN FRANCISCO.  
THE 100 At American Ship

"NEW YORK,"  
Peabody, Master, shortly expected here, will load for the above Port and will have quick despatch.  
For Freight, apply to  
SHEWAN, TOMES & Co.,  
Hongkong, 31st September, 1897. [1645]

FOR BALTIMORE.  
THE American Bark

"ST. KATHERINE,"  
McIntosh, Master, shortly expected here from Shanghai, will load here for the above Port and will have quick despatch.  
For Freight, apply to  
SHEWAN, TOMES & Co.,  
Hongkong, 4th November, 1897. [1685]

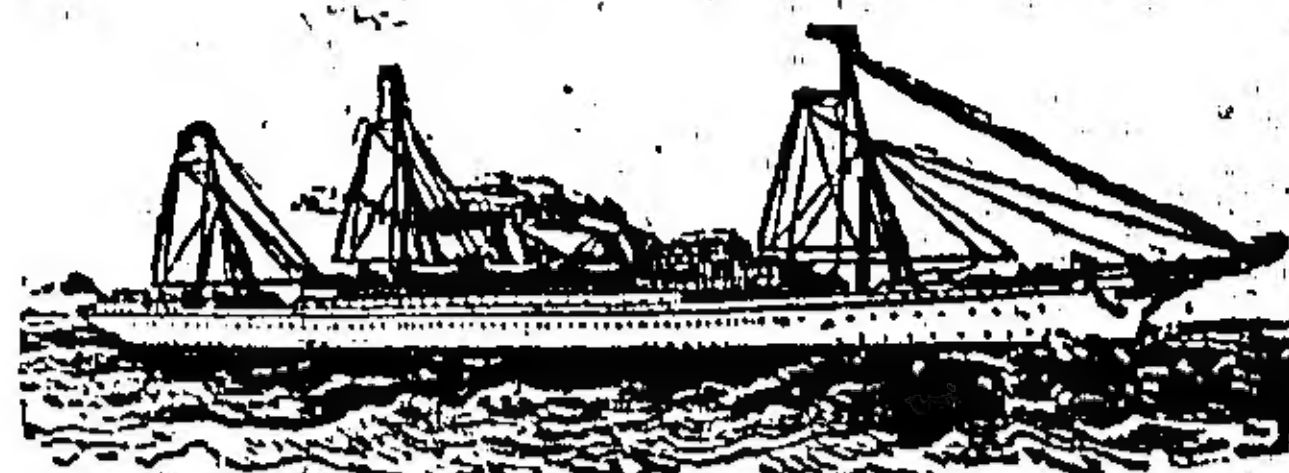
MITSUI BUSSAN KAISHA.  
No. 6, 1st House Street, Praya Central.

Had Office—TOKIO.  
Branch Office—  
LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHANG and all Ports in JAPAN.  
Agents—  
Mitsui Bussan Kaisha, Ltd.,  
Tokyo Marine Insurance Co., Limited,  
Mitsui Bussan Kaisha Co., Limited,  
Imperial Government Paper Mills, Japan,  
Cotton Clothing and Wigs Co., Shanghai,  
Onoda Cement Company, Japan,  
Kaiserliche Cotton Spinning Mill, Japan,  
The Mill Cotton Spinning Mill, Japan,  
Tokyo Cotton Spinning Mill, Japan,  
Hayashi Clock Factory,  
Hongkong, 11th November, 1897. [1644]

## Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.

1897.



1897.

## SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comd. O. P. Marshall, R.N.R...WEDNESDAY, 24th November.

EMPRESS OF JAPAN...Comd. Geo. A. Lee, R.N.R...WEDNESDAY, 22nd December.

EMPRESS OF CHINA...Comd. H. Fybus, R.N.R...WEDNESDAY, 19th January.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, having THREE DAYS TO A WEEK in the Trans-Pacific journey (avoiding the rough passages generally experienced in the latitudes further South) and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,  
Fidder's Street.

Hongkong, 1st September, 1897.

OCCIDENTAL & ORIENTAL  
STEAMSHIP COMPANY.TAKING CARGO AND PASSENGERS TO  
JAPAN, THE UNITED STATES,  
MEXICO,  
CENTRAL AND SOUTH AMERICA, AND  
EUROPE.THE OVERLAND RAILWAYS,  
AND  
ATLANTIC AND OTHER CONNECTING  
STEAMERS.VIA INLAND SEA OF JAPAN AND  
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Belgic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

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Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

U. S. MAIL LINE.  
PACIFIC MAIL STEAMSHIP COMPANY.VIA INLAND SEA OF JAPAN AND  
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Peru (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

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China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

## Mails.

NORDDEUTSCHER LOYD.

## NOTICE.

STEAM FOR  
SINGAPORE, COLOMBO, ADEN, SUK, PORT SAID, SUEZ, GERA, ANTWERP, BREMEN and HAMBURG, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS:  
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, and SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION.)

Bayern..... Tuesday..... 7th Dec.  
Prinz Heinrich..... Tuesday..... 14th Jan.  
Sachsen..... Tuesday..... 1st Feb.

ON TUESDAY, the 7th day of December, 1897, at 9 A.M., the Company's Steamship "BAYERN," Captain E. Frenk, with MAILED PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon on SATURDAY, the 4th Dec. Cargo and Specie will be received on board until 5 P.M. on MONDAY the 6th Dec., and Parcels will be received at the Agency's Office until Noon on MONDAY, the 6th Dec. Consignments of Packages are required. No Parcel Receipts will be signed for less than 25 lbs and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

For further Particulars, apply to  
MELCHERS & Co.,  
Agents.

Hongkong, 8th November, 1897. [1703]

NORTHERN PACIFIC  
STEAMSHIP COMPANY.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA

IN CONNECTION WITH  
NORTHERN PACIFIC RAILWAY CO.

Victoria, 3,167 J. Fenton, R.M.R. Nov. 30  
Olympia, 2,608 J. Truebridge Dec. 21  
Columbia, 2,605 A. G. W. Jan. 21  
Tacoma, 2,549 A. Dixon Feb. 2

FOR PORTLAND, OREGON,  
IN CONNECTION WITH  
OREGON RAILROAD AND NAVIGATION COMPANY.

Lumber, 2,580 C. Ralston Nov. 16  
Branter, 3,601 E. Foster Dec. 14  
Mogul, 3,654 W. H. Wright Jan. 4

THE attention of Passengers is directed to the very cheap rates offered by this Line, HONGKONG TO LONDON £47.

Excellent accommodations. First-class Table, Doctor and Stewardess carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent scenery of the Rocky and Cascade Mountains. The Yellowstone National Park route. Passengers to Europe may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £15.

Rates of Passage to other points on application. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Ore. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to  
DODWELL, CARLILL & Co.,  
General Agents.

Hongkong, 4th November, 1897. [1646]

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.STEAM FOR  
STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN, PORTS, FLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, SOERABAYA, GAMBANG, COLOMBO, and AMERICAN PORTS.)

THE Steamship

"ANCONA,"  
Captain W. D. Muddle, R.N.R., carrying His Majesty's Mails, will be despatched from this Port on THURSDAY, the 18th Nov., at Noon, taking Passengers and Cargo for the above Ports. This Steamer connects at Port on the 11th Dec. for London direct.

11th Dec. Valuable Mail Cargo for France, and Two for London (under arrangement) will be transhipped at Colombo into a Steamer proceeding thence to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages must be stated to the Shipping Agent, and Particulars entered to meet the requirements of the Company's Bills of Lading.

For further Particulars, apply to  
H. A. BIRCHALL,  
Superintendent.

Hongkong, 10th November, 1897. [1647]

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION.)

Bayern..... Tuesday..... 7th Dec.  
Prinz Heinrich..... Tuesday..... 14th Jan.  
Sachsen..... Tuesday..... 1st Feb.

## "FOR THE BLOOD IS THE LIFE"

CLARKES  
WORLD-FAMED  
BLOOD MIXTURE

THE GREAT BLOOD PURIFIER AND RESTORER.

FOR cleansing and clearing the blood from all impurities it cannot be too highly recommended.

For Scrofula, Scurvy, Eczema, Skin and Blood Diseases, and Sores of all kinds, it is a never-failing and permanent cure.

It Cures Old Sores.  
Cures Sores on the Neck.  
Cures Sore Legs.  
Cures Blackheads, or Pimples on the Face.  
Cures Scurvy.  
Cures Ulcers.  
Cures Blood and Skin Diseases.  
Cures Glandular Swellings.  
Clears the Blood from all Impure matter.  
From whatever cause arising.  
It is a real specific for Gout and Rheumatic pains.  
It removes the cause from the Blood and Bones.

As this Mixture is pleasant to the taste, and warranted free from anything injurious to the most delicate constitution of either sex, the Proprietors solicit sufferers to give it a trial to test its value.

THOUSANDS OF TESTIMONIALS.  
Clarke's Blood Mixture is sold in Bottles 2s. 6d. each, and in cases, containing six times the quantity, 12s.—sufficient to effect a permanent cure in the great majority of long-standing cases, by all Chemists and Patent Medicine Vendors throughout the world. Proprietors, the Lincoln and Midlands Counties Drug Company, Lincoln, England. Trade Mark—"Blood Mixture."

CLARKES BLOOD MIXTURE.  
CAUTION.—Purchasers of Clarke's Blood Mixture should see that they get the genuine article. Worthless imitations and substitutes are sometimes placed off by unprincipled vendors. The words "Lincoln and Midlands Counties Drug Company, Lincoln, England," are engraved on the Government Stamp, and "Clarke's World-famed Blood Mixture," blown in the Bottle, without which none are genuine. [19]

HEAD OFFICE  
AND  
MANUFACTORY.  
Tin Lok Lane,  
Wanchai, Bowdoin.  
SPECIAL PAINT.  
Without Competition.

ORDINARY CEMENTTIGHT—For Buildings of Stone, Brick and Plaster of Lime, Cement, &c. &c.  
CEMENTTIGHT OIL PAINT, No. 1.—Advantageously used for all Metallic Works, Boilers, &c. &c.  
CEMENTTIGHT OIL PAINT, No. 2.—Made with unchangeable Colours, for all applications.  
CEMENTTIGHT OIL—For protecting Wood from White Ants, Dampters, &c. &c.  
BARRETT & Co.,  
Agents for CHINA and JAPAN.  
Hongkong, 5th November, 1897. [1696]

TO LET.  
HOUSE in BELLIOS TERRACE.  
GROUND FLOOR GODOWN in DUDDELL STREET.<